CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

25X1

COUNTRY	Poland	REPORT	
SUBJECT	Oswiecim Chemical Plant	DATE DISTR.	21 May 1953
		NO. OF PAGES	3
DATE OF INFO.		REQUIREMENT NO.	RD
PLACE ACQUIRED		REFERENCES	25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. The Oswiecim Chemical Plant extends eastward for about five kilometers from about 1,5 kilometers east of Oswiecim (Q51/Y74) and has a depth of about 1.3 kilometers. The main road running eastward from Oswiecim passes through the complex, but all public traffic is banned. A detour has been built which runs north of the factory area, connecting with the main road to the east.

2. Houses at Monowice (Q51/Y74) were removed to make room for the expansion.

3. The plant is served by three railroad lines; one line, branching off from the Oswiecim-Dwory line, enters the plant at its northwest corner; one line, branching off from the Spytkowice-Dwory line, enters the plant at the northeast corner; one local line, for transport of workmen only, running from the plant's workers' settlement, is situated about 1.2 kilometers west of the complex and enters the plant at the southwest corner. The above railway lines lead to a railway station located in the eastern area of the plant. From this station many sidings go to all parts of the complex. The railway line which branches off from the Oswiecim-Dwory line was originally intended for incoming coal transports, but is hardly used now.

4. Apart from the administration building and canteen situated outside the factory area, workshops, storage buildings, and coal and coke dumps inside the factory area, the following plants have been in operation for some time:

   a. Two distilling ovens, each having a capacity of 300 tons per 48 hours, but only one is in constant operation.

   b. One distillation plant producing oil (heavy and medium) and phenol. For the storage of oil two tanks erected on sunken ground are available.

   c. One gas generating plant.

   d. One power plant with two turbines, insufficient in output to cover the needs of the complex.

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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

e. One trichlorethylene installation, which caught fire in October 1952 but was not seriously damaged.

5. In December 1952, one coal conveyor equipment for distilling ovens, was supplied by and erected [redacted] consisting 25X1 of car tipper, pendulum bucket transporter and endless belt conveyors. The installation has a capacity of 250 tons per hour from tipper to coaling tower (capacity 1,400 tons) and 80 tons from coaling tower to distilling ovens.

6. In December 1952, one high pressure phenol plant, [redacted] 25X1 [redacted], was completed and ready to start production.

7. In November 1952, one methanol plant, erected under the supervision of personnel from the Skoda Works, Pilsen, was being used on test runs only.

8. One Buna plant is at present under construction under the supervision of personnel from the USSR. Construction of carbide calcination chambers is completed. It is said that the USSR supplied the equipment for this plant and that the plant is expected to go into operation around the middle of 1953.

9. Four more distilling ovens are planned for future construction. The foundations were built during the war when a battery of six was planned, of which however only two were completed. Certain building material for these ovens is to be obtained by cannibalization from Blachownia (Blechhammer) [redacted] 25X1

10. Sheet metal, shaped steel (angle iron, rod iron, girders, etc.), screws and bolts, as well as field rails, are in very short supply. To obtain these items, even in small quantities, application has to be made in advance, which often proves difficult and therefore results in the shortage of the required material. Extensive use has to be made of partly dismantled or destroyed factory equipment, such as gasometers and scrap yards. Rails which had already been supplied for the [redacted] coal conveyor equipment were used elsewhere, necessitating frantic searches 25X1 throughout the complex for replacements, which were finally obtained after great difficulty.

11. The plant relies on the public grid for current. In October or November during a thunder storm, when an outside transformer was struck by lightning, the output of the factory's own power plant was only sufficient for meager lighting and operation of pumps. Production came to a stand-still, lasting five days, before repairs to the transformer had been effected. When the compressors for the test runs in the methanol plant went into operation their initial load requirement was so great that power supply for other electrical installations used at the plant dropped heavily.

12. It is known that the complex has research laboratories. [redacted] 25X1 [redacted] in November 1952 an explosion took place at the plant, killing two men. 25X1 It was said that the accident occurred during research work carried out in the cellars of one of the laboratories in connection with a project which had already been authorized by an unidentified ministry.

13. The plant employs about 4,000 to 5,000 Polish workmen, of which 2,000 are accommodated in the workers' settlements; the remainder live in Oswiecim or surrounding district. From the settlement, the workers are transported to and from the plant by local trains or buses. Three shifts are worked at the Czech methanol [redacted] 25X1

14. Passes have to be shown by everyone entering or leaving the factory. At the main gate and the other exits of the factory Polish sentries are posted, armed with carbines. In addition there are wooden towers every 500 yards along the periphery of the factory area which were built during the last war and which are also manned by Polish troops carrying carbines.

15. The foreign engineers and technicians engaged on constructional jobs at the plant were all accommodated in houses in the workers' settlement. One such house, consisting of two downstairs and two upstairs apartments of about six rooms [redacted] 25X1

[redacted] Poles occupied the opposite apartment on the ground floor; [redacted] and opposite them three Russians (two men and one woman), in charge of the Buna constructional project. The foreign engineers and technicians were taken to and from the factory by motor car. There was no contact between any of the foreign groups of engineers.

16. For the German team, movement at the factory was restricted to the actual place of work and during meal hours, to the works' canteen. In view of this obvious surveillance, the team refrained from asking unnecessary questions even if at times such enquiries would have been necessary in the line of duty.

17. [redacted] 25X1

Members from Berlin travelled on the train to Warsaw which had three through coaches, namely, one pullman, one 1st and 2nd class coach and one 3rd class coach. Checks at the crossing point into Poland were normal. No checks other than ticket examinations were made during rail travel inside Poland.

[redacted]

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